

## EXHIBIT J

## **REVISED**

### **Pacific Avenue Grade Crossing Improvements**

#### **Existing Conditions:**

- \*Eclipse Mill Rd. crosses BNSF C-Line tracks at a sharp skew and tight 80 ft radius curve prior to intersecting with Pacific Ave.
- \*Sight distance is limited for Northbound trains.
- \*The wide crossing (55ft) is controlled by stop signs and rail road crossing gates.
- \*Four separate crossing gates are needed to control traffic from Northbound Eclipse Mill Rd, Eastbound right turns from Pacific Ave, Westbound left turns from Chestnut and an additional gate is needed for a private industrial driveway which intersects Eclipse Mill Road at the railroad tracks.
- \*There is no traffic control for through movements on Pacific Ave. and Chestnut.
- \*There are no sidewalks or curbs to prohibit motorist from going off the road to drive around the crossing gates.

#### **Proposed Improvements:**

- \*Eclipse Mill Rd. would be realigned and narrowed (28 ft) to cross BNSF C-Line tracks at nearly perpendicular (108 degrees) with a large 300ft radius curve to improving sight distance of oncoming trains.
- \*All intersection movements would be controlled with traffic signals.
- \*Separate turn lanes would be constructed for Eastbound right turns from Pacific Ave. and Westbound left turns from Chestnut. These movements would have separate turn signals to prohibit their movements when the railroad crossing is closed.
- \*Lighted "No Right Turn" and "No Left Turn" signs would be installed next to the signals for added emphasis to the motorist.
- \*Northbound Eclipse Mill traffic would have two sets of traffic signals, the first signal would be south of the grade crossing to stop motorists prior to the crossing gates, and the second signal would be on the northern side of the intersection to provide follow through indication when the crossing is open.
- \*Three separate railroad crossing gates would be installed, one in the southbound lane of Eclipse Mill Road north of the crossing to prohibit Pacific Ave. & Chestnut Ave. traffic from turning across the tracks, one in the northbound lane of Eclipse Mill Road south of the crossing to prohibit Eclipse Mill traffic and one in the northbound lane of Eclipse Mill Road north of the crossing as added security to prohibit Pacific Ave. and Chestnut traffic from going around the primary crossing gate. Traffic loops

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would be installed between the two Northbound Eclipse Mill crossing gates to allow a trapped vehicle to escape.

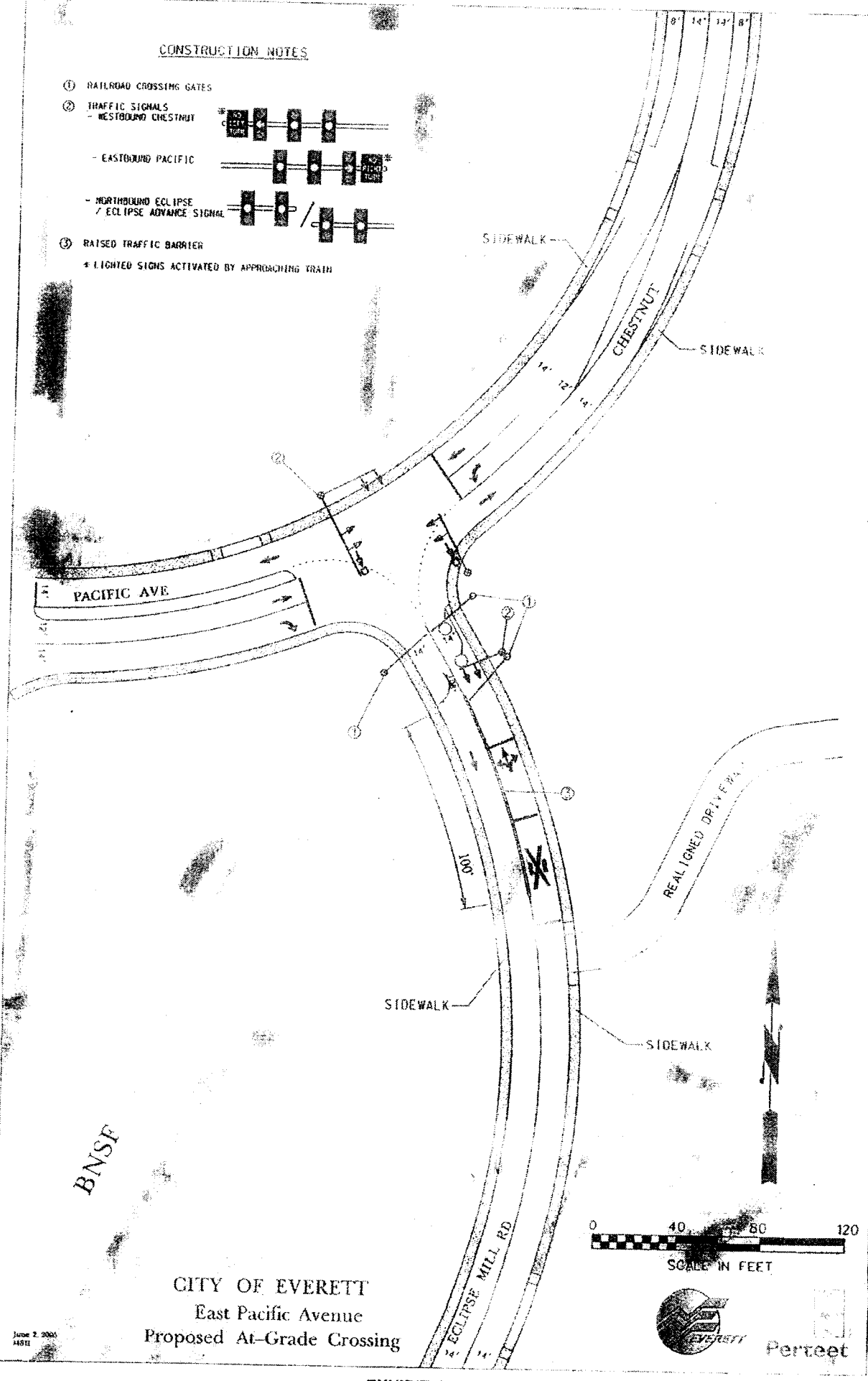
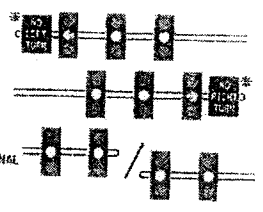
\*One hundred feet of raised six inch traffic barrier would be installed on the centerline of Eclipse Mill Rd. to prohibit vehicles from going around the crossing gate.

\*Sidewalks and curbs would be installed along Eclipse Mill Rd., Pacific Ave. and Chestnut to prevent vehicles from going off the road to cross the rail road tracks.

\*The private industrial driveway would be relocated away from the crossing to intersect with Eclipse Mill Rd. approximately 150 ft south of the rail road tracks.

# CONSTRUCTION NOTES

- ① RAILROAD CROSSING GATES
- ② TRAFFIC SIGNALS
  - WESTBOUND CHESTNUT
  - EASTBOUND PACIFIC
  - NORTHBOUND ECLIPSE / ECLIPSE ADVANCE SIGNAL
- ③ RAISED TRAFFIC BARRIER
- \* LIGHTED SIGNS ACTIVATED BY APPROACHING TRAIN



CITY OF EVERETT  
East Pacific Avenue  
Proposed At-Grade Crossing

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